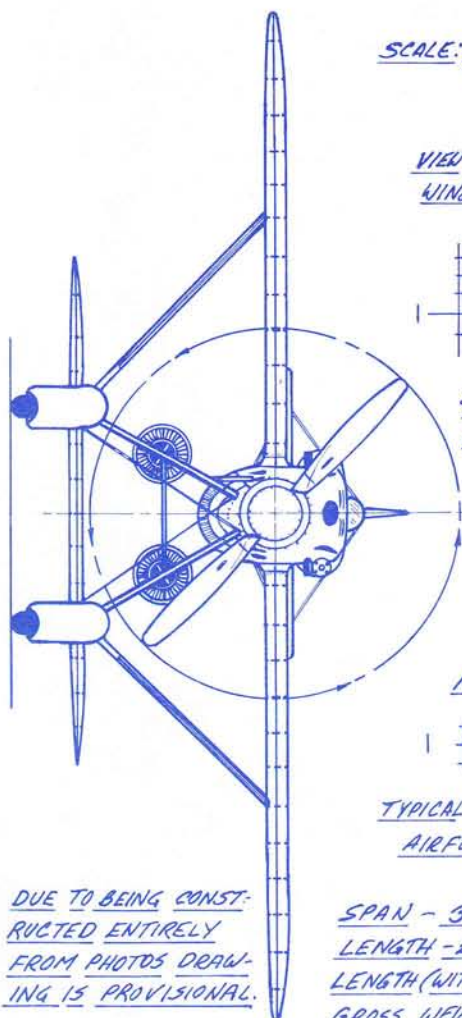




SCALE: $\frac{3"}{16} = 1"$

VIEW BELOW OF LOWER
WING-TIP OUTLINE



MAIN RIB LOCATIONS



TYPICAL LOWER WING
AIRFOIL SECTION

SPAN - 30'
LENGTH - 24'
LENGTH (WITH FLOATS) - 28'5"
GROSS WEIGHT - 3000 LBS.
MAX. SPEED $\approx$ 209 MPH.

FUSELAGE CONSTRUCTION: BASIC FRAME-
WORK WAS WELDED STEEL TUBING. FORM-
ERS & STRINGERS OF REAR FUSELAGE
WERE WOOD-FABRIC COVERED. FORWARD
OF COCKPIT WAS ALUMINUM COVERED.
WING CONSTRUCTION: PLYWOOD COVERED
WOOD SPARS AND RIBS.
TAIL CONSTRUCTION: FABRIC COVERED
WELDED STEEL TUBE FRAMEWORK.
WHEEL PANTS WERE HAMMERED ALUM-
INUM SHEET. WHEEL PANTS ARE THE
FIRST ON RECORD FOR A RACING
PLANE.

$\frac{3"}{32}$ SQUARES



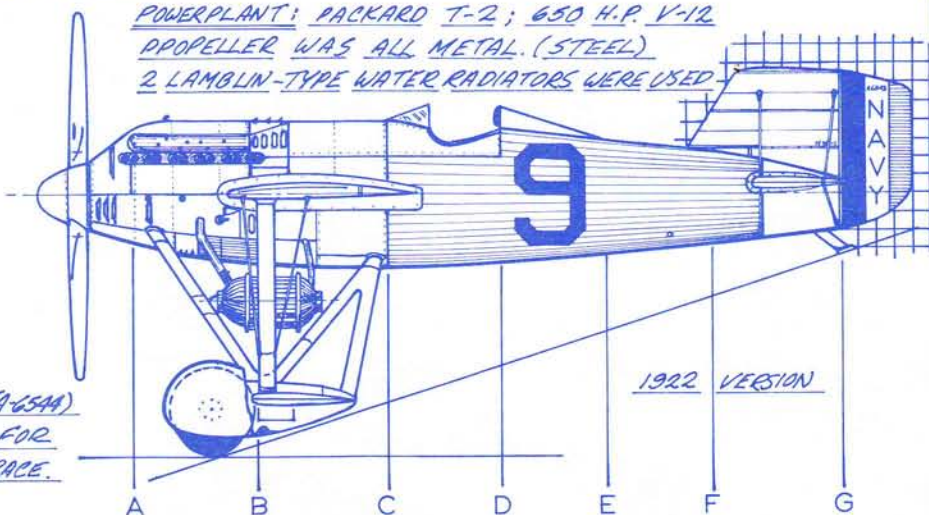
TYPICAL MAIN WING AIRFOIL SECTION (M-80)

COLOR SCHEME: ENTIRE AIRCRAFT
WAS SOLID LIGHT GRAY. RACING
NUMERAL "9" WAS BLACK; RED, WHITE & BLUE
RUDDER.



NOTE: DUE TO CRAFT BEING ENGINE TEST
BED COWLING CONFIGURATION VARIED
FROM TIME TO TIME.

POWERPLANT: PACKARD T-2; 650 H.P. V-12
PROPELLER WAS ALL METAL (STEEL)
2 LAMBLIN-TYPE WATER RADIATORS WERE USED



1922 VERSION

SISTER SHIP OF THIS CRAFT (A-654A)
REBUILT AS NW-2 WITH FLOATS FOR
1923 SCHNEIDER TROPHY RACE.

THIS AIRCRAFT WAS BUILT AS A FLYING TEST BED FOR THE PACKARD T-2 ENGINE. NAMED "MYSTERY"
IT WAS INTENDED FOR THE 1922 PULITZER RACE. HOWEVER IT WAS DESTROYED IN AN ACCI-
DENT WHILE FLOWN BY USMC LT. SAUNDERSON BEFORE IT COULD PROVE ITSELF. ITS FORM-SESQUIPLANE.